

investor in this country, who thinks this is the direction we should go—we can both create jobs, stabilize the economy, get down the deficit, and continue to fund critical programs. Ironically, in the grand deal that was adopted back here a month ago that I voted against, there was only one specified cut, one cut specified in that bill—graduate student financial aid. That's because at the country club they don't meet anybody who can't put their kids through medical school.

We need doctors. We need other professionals. We need to help the next generation succeed, education and infrastructure investment, and we need money to help pay for it.

GENERAL AVIATION

The SPEAKER pro tempore. The Chair recognizes the gentleman from Kansas (Mr. POMPEO) for 5 minutes.

Mr. POMPEO. Mr. Speaker, I rise this morning to talk about how our President has systematically and relentlessly attacked the general aviation industry.

You know, this is one of the few last great manufacturing gems left in America. It creates \$1.2 million jobs—the gentleman before me was speaking about jobs—1.2 million jobs in America and \$150 billion worth of income and a tremendous amount of exports.

This industry is enormously important to my district, but not just my district, the air capital of the world, but all across the country. These are good jobs. These are middle class jobs. They are jobs for machinists and welders and riveters and managers and purchasing people who make some of the finest airplanes in the world.

But instead of supporting the general aviation industry and welcoming those jobs, the President has attacked it. At the very least, he could just leave it alone. But this is part of his larger class warfare effort.

He demonizes general aviation users. He calls them corporate fat-cat jet owners at every turn. But it's not impacting the folks who use those as business tools; it's impacting the people who build these airplanes. They are productive. They are working to grow their businesses, and they are growing jobs.

His rhetoric kills sales of American manufactured goods and, with them, the jobs that are created when those airplanes are built. You know, he has attacked it in multiple ways.

Most recently the Department of Transportation issued something called BARR. It's a program which has long ensured basic privacy rights for general aviation users by allowing them to opt out of being tracked by everybody with an Internet connection. But on August 2, the FAA changed that rule and said, no, now anyone with an Internet connection can find out and violate the privacy rights of anybody who decides to fly in an airplane all across the country unless they specifically opt

out and can state a valid security threat.

This is an unprecedented step. It will facilitate serious violations of privacy, and it doesn't help create jobs in America.

I have introduced a piece of legislation called the BARR Preservation Act, along with Kansas Senator PAT ROBERTS, and I would urge my colleagues to support that legislation. It will create jobs in America.

Now the President most recently announced, as part of his efforts to reduce the deficit, user fees on general aviation aircraft, over \$100 per flight, not to mention the enormous bureaucracy it will take to collect this set of taxes. At a time when America has got unemployment of one in six or more, it's no time to add taxes on folks who are trying to fly their airplane around this country to get from Topeka to Des Moines, to get to small towns to support American manufacturing. This President wants to put taxes on general aviation users.

□ 1010

Finally, let me just talk for a moment about the taxes and the rhetoric. Mr. President, this industry is not asking for a handout. This President mistakes hardworking people for folks who are looking for something from the Federal Government. All we ask is to be left alone. We don't want the bailouts that the city of Detroit received and that the automotive folks received. We're not asking for tax favoritism. All we're asking is that you respect the hardworking people of Kansas and all across America who build the finest airplanes in the world. This is, Mr. Speaker, failed leadership.

We have \$4 trillion in additional debt and a loss of 2 million jobs under this President. Don't give us a bailout; don't give us a handout. We don't want special favors. Simply leave us alone to grow and create good, middle class, hardworking people's jobs right in Kansas and right in America.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Members are reminded to direct their remarks to the Chair.

LACEY ACT PROTECTS AMERICAN JOBS

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, last week in a speech before the Economic Club of Washington, Speaker BOEHNER used this tried and true Republican applause line: "Excessive regulations are making it harder for our economy to create jobs." But then he followed up with a real-life example. "Last month, Federal agents raided Gibson Guitar factories in Tennessee. Gibson is a well-respected American company that employs thousands of people. The company's costs were \$2

million to \$3 million. Why? Because Gibson bought wood overseas to make guitars in America. Seriously."

Well, seriously, Mr. Speaker, you were seriously—well, not necessarily you, I know you can't write all of your speeches, but you were done a disservice by your speech writers who could have done a little more research about the background of what was happening there. The Federal Government was involved with enforcing the Lacey Act which actually makes it easier to protect American jobs and manufacture here at home.

In 2008, I was pleased to be part of leading an effort working with the Bush administration in a bipartisan fashion to amend the Lacey Act, which bars trade in illegally harvested species to include trade in illegally harvested timber. Illegal logging threatens some of the world's richest and most vulnerable forests, but more important, it threatens tens of thousands of jobs right here in the United States. Over 50 trade associations, nonprofits, and unions representing the entire range of the U.S. economy signed statements supporting this amendment to the Lacey Act and its proper implementation.

This is serious business. People who cheat by knowingly using wood products that are bought illegally overseas cost American jobs. The estimate was over \$1 billion every year in lost opportunities and lower prices because of the illegal logging. We wanted to increase American jobs here at home, so we created a mechanism so that people would have an incentive to stop cheating, to stop competing unfairly against American businesses that are following the rules.

It's interesting to note that in 2009 when Gibson was first brought to the attention of the enforcement agencies and a process started, because of concerns that they may have taken illegal timber from Madagascar, on the floor of the House, over 400 Representatives voted in favor of a resolution I had condemning illegal logging in Madagascar.

We find there are people right here in the United States who understand this dynamic. The success of the Lacey Act rests on a simple principle: rewarding companies that follow the law while shedding light on bad actors. It ensures that American business using foreign wood, like guitar makers, pay attention to the sources of their wood. We had very powerful testimonies of what happens in illegal logging. It doesn't just destroy fragile ecosystems and threaten a scarce and dwindling supply of rare species of wood, it destabilizes those countries. The people who are engaged in the traffic of illegal timber threaten, they corrupt, and sometimes they kill. It is possible to figure this out. People need to pay attention.

Guitar makers like C.F. Martin Guitar are strongly supportive of the law. I quote: "I think the Lacey Act is a wonderful thing. I think illegal logging is appalling," the company's CEO,

Chris Martin, said in a recent interview. "It should stop, and if this is what it takes to stop unscrupulous operators, I'm all for it."

Mr. Speaker, this is serious business. Being able to have protections to protect American manufacturers from unfair competition by people who skirt the rules, people who cheat, is in everybody's interest. Let's let the process ongoing right now work its way out. Let's see if there's a problem. But by all means, we ought to protect the integrity of the Lacey Act, which is designed to save these tens of thousands of jobs here at home and the environment abroad.

CREATING JOBS IN AMERICA

The SPEAKER pro tempore. The Chair recognizes the gentleman from Florida (Mr. NUGENT) for 2 minutes.

Mr. NUGENT. Mr. Speaker, I rise today to emphasize one more time that the Federal Government doesn't create jobs; it's small businesses and entrepreneurs. You just heard my friend talk about Gibson Guitar and vilify Gibson Guitar because they purchased wood from a foreign operator, an operator that violated a law of another country and brought that wood to America for Gibson Guitar, one of the oldest American producers of guitars today. Gibson Guitar employs people in America. Gibson Guitar has done things that may be reprehensible to some. Obviously to those who are employed by that company, it's not.

As we move along, you know, we need to remember what jobs are created by small manufacturers. What is the Federal Government supposed to do? This Federal Government not only raided Gibson Guitar, told them to close down their lines, laid people off from work—or hey, they have a better idea: Why don't you just move your operation to another country? That's what this administration's message is to manufacturers and the job creators in America. If you don't like it, just go ahead and move to another country. Take those jobs and give it to someone else other than Americans.

I think we are wrongheaded in our approach. We look at regulations as an end-all to everything, just not commonsense solutions. When we talk about creating jobs in America, I have gone across my district, and I ask the job creators, the small businesses: What can we do in D.C. to help you?

And they said: Mr. Congressman, just get out of our way. Allow us to do the things that we need to do to create jobs here in America.

□ 1020

THE TRAIN ACT

The SPEAKER pro tempore. The Chair recognizes the gentleman from Vermont (Mr. WELCH) for 5 minutes.

Mr. WELCH. Mr. Speaker, the House this week will take up a bill called the

TRAIN Act. The acronym stands for Transparency and Regulatory Analysis of Impacts on the Nation. It is quite a mouthful, but what it's going to do, very specifically, is delay the implementation of two very important Clean Air Act standards that protect human health and the environment. Now, we can have a lot of arguments about proper regulation, which ones are good and which ones are bad, but can we really argue about the necessity of taking appropriate action to protect the air we breathe?

The Clean Air Act has been very successful in improving air quality around this country. Obviously, much more needs to be done. But the two provisions that are under attack by the so-called TRAIN Act are:

One regulation that regulates cross-State air pollution. Now, if you live in one State and there is a coal-burning plant in another State, the law of air motion means that the pollution is going to follow the path that the air travels, and people in a State that are on the receiving end of polluted air ought to have some protection. This has a significant impact on health. It is not as though you can have appropriate regulatory safety without having the Federal Government have some role, since air does travel according to the law of physics, not according to an act of Congress.

A second provision is the power plant emissions of mercury limitation. Mercury is a known carcinogen. It is extremely dangerous to our health, particularly that of infants. And the success that we've had in limiting mercury pollution has had dramatic impacts—positive impacts—on our health. Why? Why would we delay the implementation of a mercury regulation that is going to have significant and immediate benefit?

There may be some cost to this; that's true. But what about the cost in lives? What about the cost in health care expenditures by allowing pollution to occur?

When we do something and price it cheaply by ignoring what the external impacts of allowing something to be theoretically cheap, in the terms of lives lost, in terms of health care expenses incurred, we're not saving anybody money. We're making some money for the owners of the polluting entity, but we are not making money for society, and we are certainly not protecting it.

We have to have careful regulation. We should always be willing to look at them to get rid of things that don't make sense and aren't getting the job done, but we also need proper regulation. And when it comes to health and safety, clean air and mercury, those are two provisions that should not be delayed. This legislation would do that. It's harmful to our health, and it will be harmful to our economy.

HONORING SENATOR MALCOLM WALLOP

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Wyoming (Mrs. LUMMIS) for 5 minutes.

Mrs. LUMMIS. Mr. Speaker, I rise today with a heart that is both heavy and full of pride. On September 14, former U.S. Senator Malcolm Wallop passed away at the age of 78. Senator Wallop brought to the Congress his considerable influence, outspoken conservatism, and keen intelligence. The word "statesman" only begins to scratch the surface of Malcolm Wallop's accomplishments.

After serving in the Wyoming Legislature for several terms, Malcolm Wallop was elected to the United States Senate in 1976, a seat he held for 18 years. In the Senate, he served on numerous committees. He was the ranking member of Energy and Natural Resources and was the first nonlawyer in the history of the Senate to serve on the Judiciary Committee.

His efforts on the Judiciary Committee led to the enactment of the first international parental kidnapping statute, protecting children from being abducted overseas by noncustodial parents.

Through his work on Finance, Congress cut inheritance and gift taxes in 1981, which, among other things, ensured that ranching families could continue their operations upon the death of a family business partner.

He was also a tireless promoter of free trade, making new numerous trips abroad to promote GATT to reduce tariff barriers.

Due to his service on the Intelligence and Armed Services Committees, Senator Wallop served on the Helsinki Commission, which was charged with negotiating a number of complex arms control treaties, including SALT I, II, and III. Senator Wallop was one of the first persons outside of the old Soviet Union to meet with Aleksandr Solzhenitsyn while he was still a prisoner in the gulag.

In the Cowboy State, Senator Wallop was a champion of protecting the western way of life, including an amendment to the 1980 Clean Water Act prohibiting Federal usurpation of State water rights and an amendment to the Surface Mining Control Act that directed the Federal Government to compensate owners of mineral rights for the loss of the right to mine.

Senator Wallop was one of the first legislators to lead the charge against the "War on the West," which subordinated States' rights and severely limited multiple use of our public lands. In 1984, the Republican Senator partnered with Democrat John Breaux of Louisiana to author the Wallop-Breaux Sport Fishing Restoration Act to promote boat safety and fish habitat conservation along with enhancing fishing opportunities, including those for the handicapped.

Senator Wallop was also committed to education and volunteerism. In 1979,